

PORTLAND AND OREGON.

One of the Most Beautiful
Greatest States in America
A Land Clothed in Perpetual Verdure
roads for a Decade—A Fair
Mighty Promise.

A recent issue of the San Francisco
Journal of Commerce says Oregon
the following very high eulogy:

Of all the states that possess
known as a temperate climate
extremes of heat and cold.

Oregon without exception stands first in rank. It has the climate of Northern Italy, and Southern Britain and may be emphatically termed the best of the world. It is neither too hot, nor too oppressive, the cold of winter is not anything but bracing. It has been named the Webfoot state, for it has more than an ordinary share of water, this keeps the state

ALWAYS RISES IN A MISTLETTLE
Ensures good crops and renders the soil fertile. The lovely valleys and the numerous streams that form this emerald state such as can be found only in the most favored regions of earth, wherever you wish to marshal her rarest objects, you will find them here.

the sublime and beautiful forest
the total area of any state
for the greater part capable
valleys for farming and grazing,
valleys, such as that of
which has an area of five mil-
those of the Umpqua and R
about two and a half million
making a total of ten million
surplus for the people of the
per square mile at which Bo
lated, these valleys alone would
SEVEN MILLION PEOPLE
Of inhabitants. In fact, Oregon
pire in itself with all the resources
significant and practically inex-
supplies of lumber, the finest in the
world, and much of which is

"In this refulgent summer
lusty to draw the breath
of the purest air, the
grass the furthest, the
matted with the fire and gold in
the air is full of birds
the breath of the pine,
and the new hay. Night bright
the heart with its welcome
the transparent darkness the
the spirit of the
seems a young child in
toy. The cool night bathes
with a river, and prepares
the crimson dawn. The night

[illegible]

ed.
address the
night.
y decided
numbers
with in the
ld on the
with the ex-
to make
the club
on hall at
have been
attended.
Has been rapid and start

now numbers an active, thriving community of \$30,000, of which Portland is the metropolis, and one of the largest cities on the continent north of the equator. The merchants of its great port command a capital of \$30,000,000, and almost the same amount in manufactures are close at hand; its banking capital is \$10,000,000, and its markets this year 1900 will be worth \$100,000,000. The great state of Washington produces 100,000,000 pounds of wool as home; it produces marketing largely in the Washington territory, while the salmon—the harvest of its waters—is distributed through its great ports to all lands. It is the

AUCTION AND CO.
L. N. GILMAN (GILMAN)
42 First Street, Next C
Regular Auction Sales of Real Estate,
Furniture and General Merchandise
TUESDAYS and FRIDAYS
SPECIAL AUCTIONS
—OF—
Household Furniture

If these
democ
be long
tation, every
lost to the
spitated will
prosperous
dem, the free
ould prevail,
and capital

THREE FALSE

... says the
sabrill, nasal

ment twitting
and yet it is
a stifling atmos-
phere of catarrhal
fever.

Our women
are not English.
It is not except
in such a nation
and by want

prevail and
which are
and by con-
dition is a
our ancestors

HOUSEHOLD FURNITURE

—OF—

FRIDAY, SAT. 5th,
A FULL LINE

Household Furniture at
GILMAN & C

A. R. RICHARDSON,
Office in Washing-
Residence at the corner of F

T. J. O'CONNOR,
Auctioneer and Comptroller
129 First, bet. Washington
and Chestnut Streets
Auction Sale of Real Estate,
McFarland, Horner, Buehler
& Co., Inc., Auctioneers
Thurs., Monday, Wednesday
and Friday, 10:30 a.m.

EDUCATION

UNIVERSITY OF
Medical Department

The second session will com-
mence on September 1st. Students
who desire to enter the
office of the Dean of the Medical
Department will find the
following information of interest:

Calms 185 First

Henry Co., late war and consumption by hemorrhages. A cough and under date of at the lungs at both me, a smothering a rose cream the is "sound

ave our women
tly owners,
lly overcome

NEWSPAPER

NEWSPAPER

Red, 75 Cents.

me, Red, 90c.

me, Red, \$1.00

ear selling price,

mon.

H.C.

[illegible]

which was known as the Standard Ink Factory, at
2407 N. 2nd street in East St. Louis, Illinois.
J. M. ROSEN,
2407 N. 2nd St., E. St. Louis, Mo. R.S.R.

NOTICE IS HEREBY GIVEN THAT THE U.
N. has decided, have formed a partnership to engage
the business of manufacturing pens, under the name of
The Standard Pen Co. The business of the partnership
what is and has been known as the Standard Ink
Factory, at 2407 N. 2nd street in East St. Louis, Ill.
which was formerly conducted by Jacob and Wm. N.
Moser, is now being conducted by the partnership of
J. M. Rosen and Wm. N. Moser, who have assumed all
debts and claims owing by said firm of J. Moser.
Said firm will be paid by, and all claims owing to said
firm will be paid by the firm of J. M. Rosen and
Wm. N. Moser.
J. M. ROSEN, Wm. N. MOSER,
2407 N. 2nd St., E. St. Louis, Mo.

MRS. S. DEED GIVEN PRIVATE PSYCHOLOGICAL
N. R. read lips from hair, hand writing or interview
with a person. 1000 N. 1st St., St. Louis, Mo.
J. M. Physical (Delsart-system) Tues. Thurs. 8-10
P. M. 1000 N. 1st St., St. Louis, Mo.

NOTICE THE COLUMBIA WATERWAY A.
S. collector will hold the fourth annual meeting at
Portland and Astoria, Oregon, on the 10th inst. at
N. Market block, first street, on the 8th day of Octo-
ber, 1904, at 10 o'clock, A. M. In accordance with
the resolution passed at the third annual meeting
of the Executive Committee.
J. M. ROSEN, Wm. N. MOSER, Sec'y.
Secretary's Office, Vancouver, W. T., Sept. 19, 1904.

D. J. H. FINE, ANALYTICAL CHEMIST, 101
N. 1st St., St. Louis, Mo. Phone 1000.
1000 N. 1st St. (bridge building, corner Third and
Main streets, Residence 302 Yarnhill street, cor. 14th
and Main streets, St. Louis, Mo. Phone 1000.
S. Surveying, Archt., Assn., 722 Market, San Fran-
cisco, Cal. Phone 1000.

T. H. FINE, ANALYTICAL CHEMIST, 101
N. 1st St., St. Louis, Mo. Phone 1000.
1000 N. 1st St. (bridge building, corner Third and
Main streets, Residence 302 Yarnhill street, cor. 14th
and Main streets, St. Louis, Mo. Phone 1000.
S. Surveying, Archt., Assn., 722 Market, San Fran-
cisco, Cal. Phone 1000.

STORAGE FOR FURNITURE, PIANOS, and
Clothing goods. Advances made and goods trans-
ferred. 1000 N. 1st St., St. Louis, Mo. Phone 1000.

REWARD WILL GIVE A REWARD OF TWO
HUNDRED DOLLARS for the arrest and conviction of any per-
son committing the Daily or Sunday Oregonian so-
larly.

JOHN THOMPSON & CO. HAVE BEEN
A. awarded agents for the purchase of gun stock and
ammunition for the U. S. Army. They are the only
dealer for cash, guns, bullets, Manila rope and all
other goods. 45 and 47 St. Portland, Oregon. Phone 1000.

WHOLESALE GROCER.
ALLEN & LEWIS WHOLESALE GROCERIES
A. corner 3rd Front and 3rd St., Portland, Oregon.
Phone 1000. Wholesale Groceries, 45 and 47 St.
Portland, Oregon. Phone 1000.

ADAMUS & ELLIOTT, WHOLESALE GROCER
A. corner 3rd Front and 3rd St., Portland, Oregon.
Phone 1000. Wholesale Groceries, 45 and 47 St.
Portland, Oregon. Phone 1000.

WEATHER AND FAVORING.
R. 45 and 47 St. Portland, Oregon. Phone 1000.

HERBERT BRADLEY & CO., 73 FRONT
Importers of Shoe Manufacturers Goods, at
Portland, Oregon. Phone 1000.

Others and fifteen second class.
Oregon & California.—Passed Medical
Examinations, H. C. Smith, H. C. Van
W. W. Mancelo, G. Brown, P. H. W. Sm
wife and two children, R. Schaw, J. J.
C. L. Wilson, J. E. Wilson, J. E. Wilson,
J. A. Irwin, J. H. Stark, S. Baden, Miss T. M.
Paxon, A. M. Hogan, S. C. Evans, A. G. S.
H. Keats, Jr., and wife, F. M. Condit
C. Curran, J. E. Curran, J. E. Curran,
and daughter, J. F. Carroll, W. H. McMillan,
T. Henderson, F. Warren, E. T. Bur
J. A. Wilson, J. E. Wilson, J. E. Wilson,
Williams and thirty-six second class.

DEALINGS IN DIET.

DINERS FILED OCTOBER 4.

C. Henderson and wife to J. C. Shofar
south 5 b k 82, Carter's, Oct. 3; \$9000.

First Scandinavian Baptist church to
C. Henderson and wife to J. C. Shofar,
Caruthers, Oct. 8; \$1000.

E. Von Lowenthal to T. McKinnon, J.
k 25, Couch, Sept. 6; \$2500.

M. C. Gierzer and wife to J. E. Meier, loca
k 25, 23, Carter's, Sept. 28; \$1.

A. Diller and wife to S. F. Franco, loca
G. T. Wilson, Loc. 1, 1000.

J. V. Countant to J. A. Christians, lot 1,
240, Hulseley's, East Portland, Oct. 4; \$1;
Wm. Hulseley and wife to J. Donnerer
10 acres, Sec. 18, T. 2, O. 3; \$3500.

Total, \$11,801.

ABSTRACTS AND EXAMINATION OF TESTS.

By the Real Estate Title and Trust Company.
Board of Directors—W. M. Judd, C. E. Jones,
F. M. Warren, Thell Lamberson, H. J. Gerbert
and J. E. Curran, all of Astoria, Ore.

No residents seeking information regarding
to lead in the city or county who will de
the company.

J. J. Shafar, Real estate secretary, Office: Abin
building, Third street, between Washington and
Astoria, Or.

FORDA ON TORNSHAW STREET.

Wm Warner, late of Morrison street, has
changed the above parlors, 145 Ford street, where he
will be pleased to see his many friends.

"THE NOVEL OF THE ROSE"—ROMAN
SERIES.—New edition, by R. H. Moore, for sa

The Queen of Sheba, by R. H. Moore, for sa

After the champagne set at the New York so

tary or a classic reprint. "The Rose and the Alabaster"

Battle scene. Joseph W. Barker, 1854-1874
series, round 1.

[illegible]

FRENCH MARBLE
JACQUES & BROS
 Of My Own Selection, in Paris
 Wholesale and Retail.
A. FELDENHEIMER
 Cor. First and Morrison Sts.
BECK, THE JEWEL
 Front and Morrison,
 Opposite Lamond and St. Charles Hotels
 Headquarters for All American Watches
UNREDEEMED PLEDGE
 FOR SALE, consisting of Gold and Silver Art
 Watches, Diamond Rings, Earrings and Jewe-
 lry, in the sum of \$10,000.00. Terms Cash.
 Lender, 103 First St. Private entrance north
 side.
NEW
DEFT
TEETH
 plates, Col-
 or, Painted
 Gum, Offi-
 cial
 Yarnall
 Rooms "H"
J. H. PAGE. **K. H.**
PAGE & SON
 SUCCESSORS TO
F. H. PAGE,
 Who esale Fruits and Pro-
 duces
 120 Front St., cor. Washington
R. STAIN, D. D. S.
 Gold filling in 100, 200, 300, 400, 500, 600,
 700, 800, 900, 1000, 1100, 1200, 1300, 1400,
 1500, 1600, 1700, 1800, 1900, 2000, 2100, 2200,
 2300, 2400, 2500, 2600, 2700, 2800, 2900, 3000,
 3100, 3200, 3300, 3400, 3500, 3600, 3700, 3800,
 3900, 4000, 4100, 4200, 4300, 4400, 4500, 4600,
 4700, 4800, 4900, 5000, 5100, 5200, 5300, 5400,
 5500, 5600, 5700, 5800, 5900, 6000, 6100, 6200,
 6300, 6400, 6500, 6600, 6700, 6800, 6900, 7000,
 7100, 7200, 7300, 7400, 7500, 7600, 7700, 7800,
 7900, 8000, 8100, 8200, 8300, 8400, 8500, 8600,
 8700, 8800, 8900, 9000, 9100, 9200, 9300, 9400,
 9500, 9600, 9700, 9800, 9900, 10000, 10100,
 10200, 10300, 10400, 10500, 10600, 10700, 10800,
 10900, 11000, 11100, 11200, 11300, 11400, 11500,
 11600, 11700, 11800, 11900, 12000, 12100, 12200,
 12300, 12400, 12500, 12600, 12700, 12800, 12900,
 13000, 13100, 13200, 13300, 13400, 13500, 13600,
 13700, 13800, 13900, 14000, 14100, 14200, 14300,
 14400, 14500, 14600, 14700, 14800, 14900, 15000,
 15100, 15200, 15300, 15400, 15500, 15600, 15700,
 15800, 15900, 16000, 16100, 16200, 16300, 16400,
 16500, 16600, 16700, 16800, 16900, 17000, 17100,
 17200, 17300, 17400, 17500, 17600, 17700, 17800,
 17900, 18000, 18100, 18200, 18300, 18400, 18500,
 18600, 18700, 18800, 18900, 19000, 19100, 19200,
 19300, 19400, 19500, 19600, 19700, 19800, 19900,
 20000, 20100, 20200, 20300, 20400, 20500, 20600,
 20700, 20800, 20900, 21000, 21100, 21200, 21300,
 21400, 21500, 21600, 21700, 21800, 21900, 22000,
 22100, 22200, 22300, 22400, 22500, 22600, 22700,
 22800, 22900, 23000, 23100, 23200, 23300, 23400,
 23500, 23600, 23700, 23800, 23900, 24000, 24100,
 24200, 24300, 24400, 24500, 24600, 24700, 24800,
 24900, 25000, 25100, 25200, 25300, 25400, 25500,
 25600, 25700, 25800, 25900, 26000, 26100, 26200,
 26300, 26400, 26500, 26600, 26700, 26800, 26900,
 27000, 27100, 27200, 27300, 27400, 27500, 27600,
 27700, 27800, 27900, 28000, 28100, 28200, 28300,
 28400, 28500, 28600, 28700, 28800, 28900, 29000,
 29100, 29200, 29300, 29400, 29500, 29600, 29700,
 29800, 29900, 30000, 30100, 30200, 30300, 30400,
 30500, 30600, 30700, 30800, 30900, 31000, 31100,
 31200, 31300, 31400, 31500, 31600, 31700, 31800,
 31900, 32000, 32100, 32200, 32300, 32400, 32500,
 32600, 32700, 32800, 32900, 33000, 33100, 33200,
 33300, 33400, 33500, 33600, 33700, 33800, 33900,
 34000, 34100, 34200, 34300, 34400, 34500, 34600,
 34700, 34800, 34900, 35000, 35100, 35200, 35300,
 35400, 35500, 35600, 35700, 35800, 35900, 36000,
 36100, 36200, 36300, 36400, 36500, 36600, 36700,
 36800, 36900, 37000, 37100, 37200, 37300, 37400,
 37500, 37600, 37700, 37800, 37900, 38000, 38100,
 38200, 38300, 38400, 38500, 38600, 38700, 38800,
 38900, 39000, 39100, 39200, 39300, 39400, 39500,
 39600, 39700, 39800, 39900, 40000, 40100, 40200,
 40300, 40400, 40500, 40600, 40700, 40800, 40900,
 41000, 41100, 41200, 41300, 41400, 41500, 41600,
 41700, 41800, 41900, 42000, 42100, 42200, 42300,
 42400, 42500, 42600, 42700, 42800, 42900, 43000,
 43100, 43200, 43300, 43400, 43500, 43600, 43700,
 43800, 43900, 44000, 44100, 44200, 44300, 44400,
 44500, 44600, 44700, 44800, 44900, 45000, 45100,
 45200, 45300, 45400, 45500, 45600, 45700, 45800,
 45900, 46000, 46100, 46200, 46300, 46400, 46500,
 46600, 46700, 46800, 46900, 47000, 47100, 47200,
 47300, 47400, 47500, 47600, 47700, 47800, 47900,
 48000, 48100, 48200, 48300, 48400, 48500, 48600,
 48700, 48800, 48900, 49000, 49100, 49200, 49300,
 49400, 49500, 49600, 49700, 49800, 49900, 50000,
 50100, 50200, 50300, 50400,

Returned to Portland

H. F. GULLIXSON

HAVE OPENED

At 104 Third Street

ABINGTON BLOCK,

With the Choiceest and Most
Designs in

CARPET

Lace and Silk Curtains

PORTIERS,

Wor and Shades,

Samplert sent to any address

STRONG
Inventors
for Mechanical
Machinery, Engineering,
Boiler Making, etc.,
and all kinds of
machinery and
apparatus of every
description made by
us or under our
patent. We are
also makers of
Cottons, Woolens,
Silks, Linens,
etc., and have
the largest stock
of all kinds of
clothing and
accessories.
We also make
all kinds of
carriages and
buggies.

THEY WILL CHANGE

M. O. GREENBERG has removed to
Washington St., No. 1386 First st.,
Office, Room 10, over Crane's

C. E. Seiger, M. D.,

[illegible]

IRISH ELOQUENCE.

Merchandise received:
rail: 72 pkgs agricultural
iron wagons, 71 pkgs
tools, 2 c stationery
books, 2 c rubbers, 4 c
paper, 170 c glassware
cigars, 2 c cigarettes
goods, 25 c clothing
hats and caps, 10 c
62 kg muth, 30 value
hardware, 40 pkgs
oil, 25 bbs coffee, 21
fed bags, 4 c perfume
bagn, 1 car load, 4
tubs nested, 1850 c
27 bbs iron pipe, 1
hats, 47 pkgs
pumps, 1 car earthen
ware
Exports per steam
cltd: 532 cts cotton
wool 480 cts cotton
10 (53) 100 cts
20 cts potatoes, 40
acrap iron, 24 bbs
cates woolens, 4 c
dry goods, 3 cases
pkgs machinery, 10
7 tons general mte.

actor.

George A. Sheridan.

to prohibit manufacturing of any
policy was stated by a great com-

The facts in the case
 learned, as follows:
 present year 300,000
 contracted for by S
 harvest time approx
 that the entire yield
 exceed the amount al
 buyers were met wit
 because the farmers
 This, no doubt, ga
 cornered for nothing
 of it.

Receipts by leading
 the month of Septem
 those of the same mon

ARTICLES.	Value
Wheat, cts	110
Flour, bids	110
Corn, cts	110
Barley, cts	110
Oats, cts	110
Brn, cts	110
Millett, cts	110
Mustard, als	110

ration? Such a policy simply

Lard.	
Eggs per doz	
Fruit, cases	
Butter, ea	
Cattle, pair	
SEPTEMBER	
Cd.	Venez
8	Feistw
26	W. H. Starbuck
26	Arcola
90	Villalta
SEPTEMBER	
Cd.	Venez
19	Douborne
PRODUCE REC'D	
25,488 cts wheat,	
cots, 280 cts barley	
milled, 339 cts siles	
1928 lbs hides, 15 pkgs	
129 lbs dry fruit	
Almonds, 50 lbs eggs	
FREIGHTS—	
And charter is much	
weak ago. The strenuous	
day it was reported	
close at hand was o-	
takers. On Monday	
snapped up in a hurry	
market. At present	
eering, but the only	
could be got for any	
new engagements h-	

Ireland to-day? Her gentle
own on sad and barren fields

the old and cheap to the new shippers with the idea that they can get present bids of wheat at a price that will appear to them as the best price that they can get. The following vessels in port: Dox, wheat, Greendale at cargo of flour, O. S. very, Calabash, Columbia No. 2, Costa and Oberan at Greendale wheat. The Andromeda cargoes of wheat at finishing at Calabash. Castle with wheat at Greendale. The following is intercontinental engagements or the sugar, and finishing at port engaged. On the way.

Total.

WHEAT—The Foreign advices on Eastern markets show their indicated cost. Quote Eastern Oregon \$1.40.

er birth, and yet, my God, just
the democratic party are to-day
open to vote for the admission

arrived in to-day, but
weaker when this lot
MARKETS
New York
New York, Oct. 24
went back to dullness
actions being the same
over two weeks; but
strong throughout, and
occurred, the result
being to leave nearly
than last evening.
Governments were
MONEY, ETC.
New York, Oct. 24
½(3); last loan 3; el
mercantile paper, 68½
buy; steady at 44 3/8
for demand.
U. S. 4½ (average) .. 12
U. S. 4½ (coupon) .. 12
Pacific .. 11
American Express .. 11
Canada Pacific .. 11
Canada Southern .. 11
Central Pacific .. 11
Burlington .. 11
Del. & Lackawanna .. 11
Great N. & W. .. 11
Erie .. 11
Lake Shore .. 11
Louisville & Nashv. .. 11
Michigan Central .. 11
Minnesota Pacific .. 11
N. & W. .. 11
New York & P. .. 11
Northern Pac. .. 11

and his English free trade

[illegible]

RAILWAYS AND STEAMBOATS.

GREAT OVERLAND ROUTE
NORTHERN PACIFIC RAILROAD
TWO FAST TRAINS DAILY
NO CHANGE OF CARS
SHORTEST LINE TO CHICAGO
And all points East, via
St. Paul and Minneapolis.
The Northern Pacific R. R.
Jacksonville line running
Passenger Trains.
Second-Class Sleepers (free charge),
Luxurious Day Coaches,
Frisco-Panama Sleeping Cars,
Palace Dining Cars (meal 75c)
From Portland to the East
See that your tickets read via the Northern
Pacific R. R. and avoid change of cars.
Leave Portland at 10:40 A. M. and 2 P. M. dail.

Pacific Division.—Trains leave Peoria and
street daily at 1:30 P. M. and 8:30 A. M. arrive
New Tacoma at 5:15 P. M. and 8:30 A. M. connections
with Company's boats for all points on Puget Sound.
CHAS. E. FEE,
Gen'l Pass. Agent, St. Paul.
A. D. CHARLTON,
Asst. Gen'l Pass. Agent, No. 2 Washington street,
Portland, Oregon.
Depot, corner First and G streets.

THE MT. SHASTA ROUTE
Time between Portland and San Francisco, 39 hours
California Express Train runs daily between
PORTLAND AND SAN FRANCISCO.
Leave Portland, 4:00 P.M. San Francisco, 7:45 A.
San Francisco, 7:30 P.M. Portland, 10:50 A.
Local Passenger (daily, except Sunday).
Leave Portland, 8:45 A.M. Eugene, 8:45 P.
Eugene, 9:30 A.M. Portland, 3:45 P.

Tourist Sleeping Cars for accommodation
second-class passengers attached to express trains.

The O. & C. R. R. Ferry makes connection with the regular trains on the East Side Div. from foot of

WEST SIDE DIVISION.

Portland and Corvallis-Mait Train.

	Leave	Arrive
Portland.....	7:30 A. M.	Corvallis.....12:35 P.
Corvallis.....	1:30 P. M.	Portland..... 6:15 P.

At Albany and Corvallis connect with trains of Oregon Pacific Railroad.

	Leave	Express Train.	Arrive
--	-------	----------------	--------

McMinnville, 8:45 A. M. Portland 9:00 A. M.
Local tickets for sale and baggage checked at company's
passenger office, corner First and Second streets.
Tickets for principal points in California can be
secured at company's office, corner Front and First
Portland, Oregon.
Freight will not be received for shipment after 3
P. M. on either the East or West Side Divisions.
E. F. INGERS, Asst. G. P. & T. Agent
R. KOSKELA, Manager.

REGON RAILWAY
NAVIGATION CO.
COLUMBIA RIVER ROUTE

A. M. and 7:45 P. M. The 11:00 A. M. train
arrives at Walnut Junction with the Northern Pa-
cific for Helena, M. Paul and the East. The 7:45
A. M. train goes from Walnut Junction to Pendleton
and Walla Walla, and to Umatilla.
Glad, connecting at Huntington with Oregon Ste-
am Line for Denver, Council Bluffs, Kansas City and
East. Pullman Palace and Family Sleeping cars
all through trains. West bound trains arrive at
A. M. and 4:00 P. M.

Editor.....	Oct. 7	Oregon	Oct. 7
Dragon.....	Oct. 10	State	Oct. 10
Editor.....	Oct. 15	Kidder	Oct. 15

The company reserves the right to change trains or sailing days.

To Astoria.—Steamers R. B. Thompson and Head Lines Ash street dock every day at 11:30 P. M. U. S. mail steamer leaves Ash street dock, on Sunday, at 9 A. M., for Astoria.

To Haines.—Steamers G.—Leave Ash street dock at 10 A. M.

Dayton and Seaside.—Leave Portland at 8 A. M. Mondays, Wednesdays and Fridays for Seaside and way points. Returning, leave Dayton at 8 A. M. Tuesdays, Thursdays and Saturdays for Seaside and way points.

Spokane, Portland, Astoria, Tacoma, Seattle and Victoria. Leaves Tacoma at 8:30 a. m.; leave Victoria at 8 a. m.
 Snake River Points.—The P. P. M. on Tuesday and Friday connects at Blaine, Tuesday with the River boat for Lewiston and intermediate points.
 Ticket office, First and Oak streets.
 A. L. MAXWELL,
 Gen'l Pass. and Ticket Agent.

CANADIAN PACIFIC RAILWAY
—
THE TRUE
TRANSCONTINENTAL ROUTE
BETWEEN

The passenger equipments the finest in the world, consisting of luxurious sleeping cars, heating, drawing, smoking and bath rooms; comfortable and clean colonist cars, with free sleeping berths for holders of second-class tickets, and most modern style of day coaches.

Our dining cars and hotels provide the best of food, and excellent service at reasonable rates.

The variety and grandeur of scenery
the line is unequalled, and in the details of track,
service, etc., nothing is omitted that can add to
safety and comfort of its patron.

All in all, it gives the best and most serviceable
travel, whether for business or pleasure, bet
Portland, Tacoma, Seattle, Victoria,
all Pacific Coast Points, and Winnipeg,
neapolis, St. Paul, Chicago, St. Louis, C
wa, Toronto, Montreal, Boston, New Y
and all Eastern cities.

For detailed information, apply to the sales agents of the company:

C. G. McCORD, 6 Washington St., Portland
E. W. McGINNESS, Seattle, W. T.
R. E. KILLS, Tacoma, W. T.
D. E. BROWN, District Mgr. & Gen. Agent
Vancouver.

22- Correspondence respectfully solicited.

THE YAQUINA ROUTE
OREGON PACIFIC RAILROAD
AND

**Oregon Development Compa
Steamship Line.**

**225 Miles Shorter—20 Hours Less
than by any other route.**

**2d First-class through passenger and freight
from Portland and all points in the Willamette
to and from San Francisco.**

Sailing Dates.	
Steamers.	From San Francisco. From Victoria.
Williamsdale Vely	October..... 8 October.
Williamsdale Vely	October..... 26 October.
Williamsdale Vely	October..... 26 October.

[illegible]

NEWSPAPER ARCHIVE

DOAL DRIFTWOOD OLGUET.

hat They Reporters Have Gathered Up About the Metropoia.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

What Was Said Yesterday—The American ship Imperial cleared yesterday for Queenstown, England, with 15,333 bags of wheat. The American ship Oliver S. Smith and cleared for the port, with 14,674 sacks of wheat. The British ship Grisdale cleared for Liverpool with 23,450 half sacks of flour.

PROCEEDINGS OF THE BENCH.

William Doyle, for Stealing a Watch, Gets a Two Years' Sentence.

An Important Water Right Case—New Suit Filed—Selling Gin to "Loo"—The Labeled Vessels—Court Notes.

Wm. Doyle, charged with stealing a watch and pistol from the ship Oberon on the 23rd of September, was arraigned in Judge Stearns' court yesterday. He entered a plea of guilty and was sentenced to two years in the penitentiary. He will have to use for pistols or watches during that period, as he will be serving time instead of stealing it.

NEW SUITS. In the state circuit court yesterday, Thos. P. French began suit against A. C. Jones and F. J. Berlon to recover \$30 for services rendered.

Francis A. Read began suit against Frank Read for divorce. They were married in Michigan in November, 1872, and in 1882 defendant willfully deserted plaintiff, who prays that the marriage contract be dissolved and that suit which will give her the maiden name of Francis A. Read.

Mary A. Hunt began suit against her husband, James M. Hunt, for a divorce. They were married in Lincoln county, Iowa, in 1878. In December, 1887, defendant willfully deserted her. She prays that the bonds of matrimony be severed and to be given the care and custody of their three minor children.

Ben Dice, arrested at Independence on October 1, by Deputy Marshal Williams, for selling liquor to Indians, had an examination before United States Commissioner Paul H. Deady, and was held to answer. He was released on giving the required bond for his appearance.

Deputy United States Marshal Furbush yesterday brought down from Astoria, Wm. Shaw, held to answer by United States Commissioner Page Tustin, for selling liquor to Indians.

THE SHIP IMPERIAL, libeled for damages by the Alhambra Ferry Company, and arrested at Astoria on the 3d inst., was released from custody yesterday on giving bonds in the sum of \$1000.

The steamer S. G. Reed, also libeled by the ferry company, was released yesterday on depositing cash bail in the sum of \$300.

IMPORTANT WATER RIGHT CASE. Just before George H. Durham left for the East he concluded taking an examiner in charge, a large amount of testimony in the case of the Salem, Oregon, Capital Water Mills Co., Limited, vs. the Clayton Water Ditch and Canal Co., and Silas A. and B. W. Jones, defendants which will come up for hearing as soon as he returns.

The suit was brought for the purpose of enjoining the defendants from interfering with the free flow of the Santiam water to Salem through the use of the old Willamette Wooden Manufacturing Company, the defendants claiming that the water is the property of the Santiam water ditch and canal company, and that the defendants are interfering with the free flow of the water.

The suit is for the purpose of compelling the defendants to remove their head gates and the other obstructions which they have placed in the ditch to give them control of the Santiam water. The plaintiff claims its right through the charter granted to the Willamette Wooden Manufacturing Company by the legislature in 1859, empowering it to bring water from the Santiam river to Salem. The Clayton Water Ditch and Canal Company, incorporated in 1880, claims the right to control that part of the ditch by license from the other defendants, Silas A. and B. W. Jones, they having purchased the land of the old Willamette company in 1880.

The plaintiff's attorneys are E. L. Ford and W. B. Gilbert; defendant's attorney, H. W. Little.

Judge Sterns yesterday made an order that the \$20,000 proceeds of the sale of the St. George hotel property, belonging to the partnership estate of the late Pierre Manciet and John Bigne, lying in the registry of the court, be transferred to B. David, administrator, and that he distribute the funds between the Manciet heirs and Bigne.

THE TWO HOSTAGES, Thomas Rogers and August Gates, charged with stealing from the P. Peterson, a down-river milkman, had an examination yesterday morning and were acquitted. The case arose out of some misunderstanding of the part of Peterson.

Henry Greller, a restaurant keeper doing business on First street, between A and B, was arrested on a charge of assault and battery preferred by S. J. Burrows. The defendant will be arraigned at 1:30 o'clock this afternoon.

NEW PARK THEATER. J. F. HOWE, Manager.

A STEELING COMEDY ATTRACTION. ONE WEEK—MONDAY, OCT. 5. The Representative Irish-American Actor, DANIEL SULLIVAN.

ADD HIS SUCCESSFUL COMEDY COMPANY In a series of Famous Funny Plays. Monday, Tuesday, Wednesday, Thursday, DADDY NOLAN. The Brightest of Comedy Drama. Special Scene.

THE CORNER GROCERY. Moved into the 1000 block. BROWN, KILPATRICK'S CURE, NOLAN'S TRUST. Sale of waste in progress. Laughing Maltese Saturday.

NEW PARK THEATER. Another Crowded House to witness the Great Performance of the

LOUIS JAMES AND MISS MARIE WAINWRIGHT. TO-NIGHT, FRIDAY. SCHOOL FOR SCANDAL.

TO-NIGHT, FRIDAY. THE CORNER GROCERY. Moved into the 1000 block. BROWN, KILPATRICK'S CURE, NOLAN'S TRUST. Sale of waste in progress. Laughing Maltese Saturday.

NEW PARK THEATER. Another Crowded House to witness the Great Performance of the

LOUIS JAMES AND MISS MARIE WAINWRIGHT. TO-NIGHT, FRIDAY. SCHOOL FOR SCANDAL.

TO-NIGHT, FRIDAY. THE CORNER GROCERY. Moved into the 1000 block. BROWN, KILPATRICK'S CURE, NOLAN'S TRUST. Sale of waste in progress. Laughing Maltese Saturday.

NEW PARK THEATER. Another Crowded House to witness the Great Performance of the

LOUIS JAMES AND MISS MARIE WAINWRIGHT. TO-NIGHT, FRIDAY. SCHOOL FOR SCANDAL.

TO-NIGHT, FRIDAY. THE CORNER GROCERY. Moved into the 1000 block. BROWN, KILPATRICK'S CURE, NOLAN'S TRUST. Sale of waste in progress. Laughing Maltese Saturday.

NEW PARK THEATER. Another Crowded House to witness the Great Performance of the

LOUIS JAMES AND MISS MARIE WAINWRIGHT. TO-NIGHT, FRIDAY. SCHOOL FOR SCANDAL.

TO-NIGHT, FRIDAY. THE CORNER GROCERY. Moved into the 1000 block. BROWN, KILPATRICK'S CURE, NOLAN'S TRUST. Sale of waste in progress. Laughing Maltese Saturday.

NEW PARK THEATER. Another Crowded House to witness the Great Performance of the

LOUIS JAMES AND MISS MARIE WAINWRIGHT. TO-NIGHT, FRIDAY. SCHOOL FOR SCANDAL.

TO-NIGHT, FRIDAY. THE CORNER GROCERY. Moved into the 1000 block. BROWN, KILPATRICK'S CURE, NOLAN'S TRUST. Sale of waste in progress. Laughing Maltese Saturday.

NEW PARK THEATER. Another Crowded House to witness the Great Performance of the

LOUIS JAMES AND MISS MARIE WAINWRIGHT. TO-NIGHT, FRIDAY. SCHOOL FOR SCANDAL.

TO-NIGHT, FRIDAY. THE CORNER GROCERY. Moved into the 1000 block. BROWN, KILPATRICK'S CURE, NOLAN'S TRUST. Sale of waste in progress. Laughing Maltese Saturday.

NEW PARK THEATER. Another Crowded House to witness the Great Performance of the

LOUIS JAMES AND MISS MARIE WAINWRIGHT. TO-NIGHT, FRIDAY. SCHOOL FOR SCANDAL.

TO-NIGHT, FRIDAY. THE CORNER GROCERY. Moved into the 1000 block. BROWN, KILPATRICK'S CURE, NOLAN'S TRUST. Sale of waste in progress. Laughing Maltese Saturday.

NEW PARK THEATER. Another Crowded House to witness the Great Performance of the

WHAT A PORTLAND LADY DID

Thirty-two Years Ago Last Month at Mt. Shasta, Cal.

Mrs. Mary A. White Has the Gratitude of Being the First Woman to Reach the Summit of the Great Bonito Mountain.

Appropos of the recent exploits of ladies in ascending Mount Hood, it is interesting to note that the first lady to reach the summit of Mount Shasta is an Oregon lady and now a resident of East Portland—Mrs. Mary A. White. At the request of a reporter Mrs. White yesterday detailed the account of her trip for the benefit of the OREGONIAN.

"That was a great many years ago," said Mrs. White, "and I was then a young wife of 21 and the mother of two children, both boys, who still are spared to me, though their father has been dead these twenty-five years."

"There were sixteen of us in the party, gathered out of Yreka, Shasta valley and Scott's valley, by Capt. E. D. Pierce, who worked for months to get the company together and ensure the success of the enterprise. The matter excited so much interest and speculation at that time there as a presidential election, and considerable money was wagered that I would not reach the summit of the mountain. Among those who started with us, I remember Mrs. Lowery, Mrs. McClum, Mrs. Gage, Mrs. Harriet Eddy, John M. Elliott, H. H. Hildreth, a Mr. Pack and my husband, J. W. White, who had taken the best offered against my reaching the summit. He had therefore taken advantage of his experience in such expeditions, and given such care to the preparation of my saddle and other necessities, that I was able to remain unharmed after the other ladies or the party had been obliged to abandon their animals."

"We started on the morning of the 6th of September, 1856, from the Big Spring ranch in Shasta valley. The next day was Sunday, and we way down to our camp for two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock in the forenoon we reached the summit. Then my husband, to make it truly true that I had been on the summit, lifted me up and placed me on the highest point of the peak, and there I sat in the arms of my husband, and one or two of the party would not allow them to travel on that day, some of us made a trip to Soda Springs, and resumed our visit Monday morning."

"That night we camped on the timber line, and about 3 o'clock the next morning, Tuesday, September 9, we rose and renewed the toilsome ascent by the light of a full moon. Mrs. Reikart, Peck, Silcott, with Mr. White and myself, were considerably in advance of the remainder of the party, and at 11 o'clock

NORTH PACIFIC MANUFACTURING CO.
OF SUPERIOR QUALITY OF HOME MANUFACTURE, at about the same price as the inferior imported goods.
CALL AND EXAMINE OUR STOCK BEFORE PURCHASING.
W. JACKSON & CO., Proprietors,
Twenty-first and T Sts., Portland, Or.

L. C. HENRICHSEN.
DIAMONDS, WATCHES, JEWELRY, CLOCKS,
SILVER-WARE, OPTICAL GOODS,
WHOLESALE AND RETAIL. LARGEST STOCK—LOWEST PRICES.
149 FIRST STREET.

PICTURES & FRAMES
MIRRORS, MOULDINGS, CORNICE POLES, PICTURE RAIL,
Artists' Materials, Paints, Brushes, Canvases, Plaques,
STUDIES AND TISSUE PAPER.

SANBORN, VA. & CO.
170 and 172 First St., Portland, Or.

WILL RELIEVE THE ASTHMA
The largest display of the Choice Woolens ever shown in the city. Domestic, English, French, Scotch and German. Fabrics in endless variety for suits to measure. One thousand different patterns to select from. Any and every style of garment cut and fitted to suit the most fastidious taste.

NEICOLL, "The Tailor."
No. 124 FIRST ST., PORTLAND, OR.

NEICOLL, "The Tailor."
No. 124 FIRST ST., PORTLAND, OR.

NEICOLL, "The Tailor."
No. 124 FIRST ST., PORTLAND, OR.

INTERESTING TO DEALERS IN CIGARS.
Having concluded to RETIRE FROM BUSINESS, we offer our entire stock of

Key West and New York Cigars at Manufacturers' Cost TO CLOSE OUT STOCK.
This is an opportunity never offered before for dealers to lay in their Fall and Winter Supplies.

WILZINSKI BROS. & CO.,
Corner Front and Pine Streets.

CHARLES KOHN & CO.,
The Wholesale Wine and Whisky Merchants
44 Front St., Portland, Oregon.

"United We Stand" Kentucky Bourbon and Rye Whiskies.
Peruvian Bitters, Delbeck & Co. Ph. Best Milwaukee Beer, Delmonico Champagnes.

LOUIS ROEDERER CHAMPAGNE
"CARTE BLANCHE," "GRAND VIN SEC,"
A Magnificent White Wine. Perfection of a Dry Wine.

FINE BUGGIES
JLIETT'S CROWN COLLARS and CUFFS
Carriages, Farm and Mill Machinery.

PRICE'S CREAM BAKING POWDER
MOST PERFECT MADE

J.A. CHILE & CO. DRUGS
Toilet Articles.

HEBERT'S VEGETABLE PAIN DESTROYER
Hemorrhages, Sores, Ulcers, Wounds, Sprains & Bruises.

Rheumatism, Neuralgia, Catarrh, Gout, etc.
Pond's Extract

Pond's Extract
Female Complaints.

CAUTION.
Pond's Extract

WILSON'S BALSAM
FOR THE CURE OF ALL BRUISES, SWELLINGS, AND ALL OTHER AFFECTIONS OF THE SKIN.

EVERY FAMILY SHOULD HAVE A BOX
OF GRAN'S READY MADE MORDANT

THE HIGHEST GRADE CHAMPAGNE IN THE WORLD.
"CARTE BLANCHE," "GRAND VIN SEC,"

FINE BUGGIES
JLIETT'S CROWN COLLARS and CUFFS

THE NATIONAL CAPITAL

Revival of Senator Stanford's Labor and Capital Bill.
A NOVEL PLAN OF CO-OPERATION.

The Senator's Bill, which was introduced in the Senate on the 1st of September, and which was referred to the Committee on Labor and Capital, has been revived by the Senate on the 5th of October. The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

The bill is a novel plan of co-operation between labor and capital, and is designed to be a model for the world. It is a bill which is designed to be a model for the world, and is a bill which is designed to be a model for the world.

THE FIELD OF POLITICS.

Tammany and the County Men Unable to Agree.
AN ORIGINAL CAMPAIGN TOUR.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

The Tammany and County Men are unable to agree on a campaign tour. The Tammany men are of the opinion that the County Men are not fit to be in the field of politics, and are of the opinion that the County Men are not fit to be in the field of politics.

RAILWAYS AND STEAMBOATS

[illegible][illegible][illegible]

TRANSCONTINENTAL ROUTE
 MU LKEN
The Pacific and Atlantic
 Its passenger equipage the finest in the world, consisting of luxurious sleeping cars, having drawing smoking and bath rooms, comfortable dining and clean kitchen cars, with free sleeping berths for holders of second-class tickets, and most modern style of day coaches.
 Its dining cars and hoteliers provide the best quality of food in unlimited quantity at reasonable prices.
 The variety and grandeur of scenery all along the line is unequalled, and in the details of track, its service etc., nothing is omitted that can add to the safety and comfort of its patrons.
 For all the best business and pleasure, between Portland Tacoma, Seattle, Victoria, and the Pacific Coast Points, and Winnipeg, call on the Transcontinental.

ra, Toronto, Montreal, Boston, New York
and all Eastern cities.

Through Tickets are issued to all prin-
cipal points in the United States, Canada
and Europe, at the lowest rates.

For detailed information apply to the Soler
agents of the company

C. W. McDON 6 Washington st. Portland.
J. W. McDON 555 Seattle W. T.
E. R. KILLEN Tacoma W. T.
D. E. BROWN, Abstract &c. P. Box. Agents
of the company. \ Anacortes

Correspondence respectfully solicited.

THE YAQUINA ROUTE.

OREGON PACIFIC RAILROAD

A B D

Oregon Development Company
Steamship Line.

425 Niles Street—20 Hours Less Than
shorter by any other route.

For Portland and Vancouver and freight
from Portland and Astoria to the Willamette
River and San Francisco.

Time Schedule (except Sunday)

Leave Albany 1:30 P. M. Leave Astoria 6:45
A. M. Arrive Portland 10:30
A. M. Arrive Astoria 11:10
D. & C. train connect at Albany and Corvallis
The above trains connect at Astoria with the
great long-distance line of Steamships to
Astoria and San Francisco.

Sailing Dates

Steamers From San Fran. From Astoria
Willamette 10/10 October 10/10 October
Willamette 11/10 October 11/10 October
Astoria 12/10 October 12/10 October

If the company desires we ought to change the
dates without notice
from Portland to San Francisco
Valley Route can make close connection with

trains of the Yaguma Route and the
 valls and directed to San Francisco should ar-
 to arrive as 12 o'clock the evening before date of
 Passenger and freight rates on the above.
 Information apply to Messrs. HILMAN &
 Portland, Oregon or to C. H. GOSWELL,
 Acting Gen'l Frt & Pass Agt., Oregon Pacific R.R.
 C. H. GOSWELL, Jr.,
 Gen'l Frt & Pass Agt.,
 Montgomery, street San Francisco Cal

GREAT OVERLAND ROUTE
NORTHERN PACIFIC RAILROAD
TWO FAST TRAINS DAILY
NO CHANGE OF CARS
SHORTEST LINE TO CHICAGO
 And all points East, via
St. Paul and Minneapolis

The Northern Pacific R.
 It is the only line running
Passenger Trains.
Second-Class Sleepers (free of charge)
Luxurious Day Coaches.
Fullman Palace Sleeping Cars.
Falcons Dining Cars (sumptuous)
From Portland to the E.
 See that your tickets read via the **West**
Pacific M. R. and avoid change of cars.
 Leave Portland at 10:45 A. M. and 2 P. M.
 arrive Minneapolis at 8 P. M. and 8:55 P. M.
Pacific Division—Trains leave from
 street daily at 11:55 P. M. and 12:30 P. M.
 New Through at 9:15 P. M. and 9:30 P. M.
 with Company's coach for all points via **Trunk** to
 CHICAGO, ST. LOUIS,
 GEN. PASSENGER AGENT,
 AND C. DEANBY,
 Asst. Genl. Pass. Agent, No. 2 Washington
 Street, Portland, Ore.
See Map, Car, First and 2d Streets

